

EUROPEAN
LPG
ASSOCIATION

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DES GAZ DE PETROLE LIQUEFIES



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Informal document on :

“THE REASONS FOR LPG STANDARDS”

It should really not be an issue as to whether standards referring to LPG tanks and cylinders are necessary. Every other definable industry sector has standards and certainly petroleum fuel such as gasoline has a relevant group of standards covering its handling and storage. The justification for specific mention of LPG within the gases group is because of its volume of usage world-wide, the number of cylinders in circulation and the specific use to which the product is put. The number of LPG cylinders in circulation *(1) is around 10 times the number of all other gas cylinders put together. The cylinders are used in domestic and light commercial applications and are commonly used in homes as well as in factories and outside in the open. The cylinders are sold through LPG companies or through distributors shops and supermarkets *(2). The products, butane, propane or mixtures of the two, have very consistent properties and have the obvious risks of fairly low pressure and high flammability. They are non-corrosive, non-toxic and are not high up on the scale of greenhouse gases. Perhaps more importantly these tanks and receptacles have an excellent quantifiable record of safe use based on the capture of data on all incidents involving the product. There are thus specialist cylinders and tanks for LPG to withstand the distribution chain and the domestic environment, to combine convenience for the user with safety and ease of handling and distribution.

Experts within the European LPG industry have worked for many years to produce safe standards for each stage of the LPG distribution chain *(3). These are reflected in national Codes of Practice and European Standards. There are hardly any ISO standards referring to LPG as yet but work is progressing in this field *(4). Many multinational companies such as BP, SHV, Shell, Agip, Repsol have the clear objective of ensuring the safe use of this product across a wide range of international markets. They need consistent, enforceable, international standards directly relating to this market sector.

We in the European LPG industry have accepted the principle of referencing the relevant standards in national and international regulations. We would support and encourage the similar use of the relevant standards in the UN Model Regulations and where an ISO standard does not yet exist we would advocate the use of appropriate CEN standards as an interim measure until ISO standards can be prepared.

- * (1) *In Europe: more than 200 million cylinders, 6000 road tankers, 3 million static vessels of each size band (13m^3 & >math>13\text{m}^3</math>)*
- * (2) *As LPG cylinders are used by the general public the customers form a specific group of unskilled users. This leads to specific additional requirements for LPG cylinders which are in general more stringent than those for other gas cylinders.*
- * (3) *Design of LPG cylinders and valves standards and operational requirements standards.*
- * (4) *At the moment, only 2 ISO standards dealing with operational LPG requirements are in progress (ISO/FDIS 10464 & ISO/DIS 10691).*